

**I. Listing of Claims**

1 - 13. (Cancelled)

14. (Currently Amended): An automobile interior molded panel comprising:

a rigid substrate having a first substrate surface and a second substrate surface generally opposed to the first substrate surface;

a composite pad supported by the substrate, the pad comprising a non-impregnable layer and an impregnable layer adjacent the non-impregnable layer, the impregnable layer including a reticulated material such that at least a portion of the substrate extends into the impregnable layer and extends adjacent to sides of the impregnable layer, the non-impregnable layer being disposed adjacent the first substrate surface ~~of the substrate~~ and the non-impregnable layer having a first non-impregnable layer surface facing away from the impregnable layer and the substrate, and a second non-impregnable layer surface generally opposite the first non-impregnable layer surface ~~of the non-impregnable layer~~, the first substrate surface ~~of the substrate~~ and the first non-impregnable layer surface ~~of the non-impregnable layer~~ facing in the same general direction; and

a cover skin disposed over and bonded to the first substrate surface ~~of the substrate~~ and the first non-impregnable layer surface ~~of the non-impregnable layer~~ of the pad.

15. (Cancelled)

16. (Previously Presented): The panel of claim 14, the reticulated material having an amount of pores per inch of about 1 to 100 and a foam density of about 1.5 to 2.5 pcf.

17. (Currently Amended): The panel of claim 16 wherein the non-impregnable layer is made of ~~non-reticulated~~ elastomeric foam material.

18. (Previously Presented): The panel of claim 17 wherein at least a portion of the rigid substrate is present throughout the impregnable layer.

19. (Original): The panel of claim 18 wherein the composite pad has a Shore A hardness of about 35-70 when measure according to ASTM No. D2240.

20. (Original): The panel of claim 19 wherein the molded panel has a Shore A hardness of about 45-70 when measured according to ASTM No. D2240 while measuring along a line that intersects the composite pad.

21. (Currently Amended): An automobile interior molded panel comprising:

a rigid substrate;

a preformed composite pad comprising including a non-impregnable layer and an impregnable layer;

a cover skin disposed over and bonded to the substrate and the pad;

wherein the cover skin is bonded to at least a portion of the non-impregnable layer of the pad and a portion of the substrate;

wherein the impregnable layer is made of reticulated material having an amount of pores per inch of about 1 to 100 and a foam density of about 1.5 to 2.5 pcf;

wherein the non-impregnable layer is made of non-reticulated elastomeric foam material;

wherein at least a portion of the rigid substrate is present substantially throughout the impregnable layer; and

wherein at least a portion of the rigid substrate is adjacent to the sides of the impregnable layer.

22. (Currently Amended): An automobile interior molded panel comprising:

a rigid substrate;

a composite pad comprising a non-impregnable layer and an impregnable layer including a reticulated material defining a network within the reticulated material;

a cover skin disposed over and bonded to the substrate and the pad;

wherein at least a portion of the rigid substrate is present substantially throughout the network of the impregnable layer.

23. (Previously Presented): The panel of claim 22, the reticulated material having an amount of pores per inch of about 1 to 100 and a foam density of about 1.5 to 2.5 pcf.

24. (Currently Amended): The panel of claim 22 wherein the non-impregnable layer is made of ~~non-reticulated~~ elastomeric foam material.

25. (Currently Amended): The panel of claim 22, the reticulated material having an amount of pores per inch of about 1 to 100 and a foam density of about 1.5 to 2.5 and the non-impregnable layer including a ~~non-reticulated~~ elastomeric foam material.

26. (Previously Presented): The panel of claim 25 wherein the composite pad has a Shore A hardness of about 35-70 when measured according to ASTM No. D2240.

27. (Previously Presented): The panel of claim 25 wherein the molded panel has a Shore A hardness of about 45-70 when measured according to ASTM NO. D2240 while measuring along a line that intersects the composite pad.

28. (Previously Presented): The panel of claim 22 wherein the cover skin is bonded to at least a portion of the non-impregnable layer of the pad and a portion of the substrate.

29. (Currently Amended): An automobile interior molded panel comprising:

a rigid substrate;  
a composite pad comprising a non-impregnable layer and an impregnable layer including a reticulated material defining a network within the reticulated material; and  
a cover skin disposed over and bonded to the substrate and the pad;  
wherein at least a portion of the rigid substrate is adjacent to the sides of the impregnable layer and wherein at least a portion of the rigid substrate is present substantially throughout the network of the impregnable layer.

30. (Previously Presented): The panel of claim 29, the reticulated material having an amount of pores per inch of 1 to 100 and a foam density of about 1.5 to 2.5 pcf.

31. (Cancelled):

32. (Currently Amended): The panel of claim 31 wherein the non-impregnable layer is made of a ~~non-reticulated~~ elastomeric foam material.

33. (Previously Presented): The panel of claim 32 wherein the composite pad has a Shore A hardness of about 35-70 when measured according to ASTM No. D2240.

34. (Previously Presented): The panel of claim 33 wherein the molded panel has a Shore A hardness of about 45-70 when measured according to ASTM No. D2240 while measuring along a line that intersects the composite pad.

35. (Previously Presented): The panel of claim 29 wherein the cover skin is bonded to at least a portion of the non-impregnable layer of the pad and a portion of the substrate.

36. (Previously Presented): The panel of claim 14 wherein the non-impregnable layer and the impregnable layer of the preformed composite pad are connected.

37. (Previously Presented): The panel of claim 22 wherein the non-impregnable layer comprises an elastomeric foam-type material.

38. (Previously Presented): The panel of claim 22 wherein the impregnable layer comprises a porous material and the non-impregnable layer comprises an elastomeric foam-type material.

39. (Previously Presented): The panel of claim 29 wherein the non-impregnable layer comprises an elastomeric foam-type material.

40. (Previously Presented): The panel of claim 29 wherein the impregnable layer comprises a porous material and the non-impregnable layer comprises an elastomeric foam-type material.

41. (Previously Presented): The panel of claim 14 wherein the pad extends along only a portion of the substrate.

42. (Previously Presented): The panel of claim 14 wherein the cover skin is a polymeric layer.

43. (Previously Presented): The panel of claim 14 wherein the composite pad is preformed.

## **II. Amendments to the Drawings**

Figures 2 and 3 have been amended to show the cross-hatching of element 32 (the non-impregnable layer) extending along a angle different than that of element 12 (the substrate) to more clearly show that the respective components 32, 12 are not a single, unitary component in the embodiment shown in the figures. An annotated, marked-up copy of sheet 1 and a replacement sheet 1 are attached, showing the amendments to Figures 2 and 3.

Figure 3 and the paragraph starting on page 7 of the original application as filed show that the respective components 32, 12 are in fact not a unitary component, and therefore no new matter is shown. Furthermore, the cross-sectional lines of the respective components 32, 12 were already shown as being off-set from each other in Figure 2 of the original application as filed, indicating that the respective components 32, 12 are in fact not a unitary component.